regards the demand for removal of shortage of accommodation, the All India Institute of Medical Sciences have informed that 50 flats in the ASIAD Village Complex have been purchased from D.D.A. and all the faculty members except Assistant Professors who joined in 1988 have been allotted houses though not of entitled category.

Air Service between Tanghdhar and Srinagar

1422. SHRI SHABBIR AHMAD SALARIA: Will the Minister of CIVIL AVIATION be pleased to state whether Government propose to introduce Vayudoot or regular helicopter service between Tanghdhar in Kupawara District of Jammu and Kashmir and Srinagar?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): No, Sir.

Setting up of Non-Conventional Energy Plants

1423. SHRI PRAMOD MAHAJAN:
SHRI ASHWANI KUMAR:

Will the Minister of ENERGY be pleased to state:

(a) whether non-conventional energy plants are proposed to be set up in various states; if so, state-wise names of such projects, their locations, estimated cost and energy out-put of each one along with the probable time-schedule under the following heads:

(i) Tidal power;

(ii) Solar power; and

(iii) Wind power;

(b) how they compare in installation cost and the generation cost with conventional mode of power generation; and

(c) the estimated potential of each of the above unconventional modes of power in India?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) to (c) Several programmes, including R&D and demonstration programmes, for production of energy from non-conventional energy source, such as solar thermal, solar photovoltaic, wind energy, biogas and biomass, etc., are being implemented througout the country. Nine wind farm demonstration projects with an aggregate capacity of over 10 MW, have bee set up in Maharashtra, Gujarat, Tamil Nadu, Orissa, Andhra Pradesh and Karnataka and a total of about 220 lakh units of electrictiy from these farms has been fed to the respective State grids. No Project for supplying energy on a commercial basis from tidal or solar plants has been approved so far. A proposal to set up a 900 MW tidal power project in the Gulf of Kutch at an estimated cost of about Rs. 1310 crores (at 1987 price level) could be taken up for implementation after all necessary inputs, such as the availability of resources and techno-economic approval, have been tied up. Under the Solar Photovoltaic Programme, several solar photovoltaic systems with a total capacity of about 3 MW have been installed or are under installation as demonstration programmes in several parts of the country. A megawatt size solar thermal power plant is also proposed to be installed on an experimental basis.

The costs of installation, generation and supply of energy from non-conventional energy sources depends on several factors, such as the type of energy source, location and site conditions, size of installation, state of technology, and utilisation of capacity. In certain cases, the cost of energy supply from these sources is comparable with conventional power based on diesel and thermal power generation

The potential of tidal, wind and solar power in the country can be

estimated with a degree of accuracy after development and stabilisation of technologies for the economic generation and supply of power from these sources.

Setting up of Jelly Filled Cable Project at Bhubaneswar

1424. SHRI BAIKUNTHA NATH SAHU: Will the Minister of INDUSTARY be pleased to state:

(a) whether there was a proposal to set up a new project at Chandaka Nucleus Industrial Complex, Bhubaneswar to manufacture jelly filled communication cable with annual capacity of 10,00,000 CKM; and

(b) if so, what is the present position with regard to the implementation of that proposal?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b) The Industrial Promotion and Investment Corporation of Orissa has made a composite application for issue of Letter of Intent and foreign collaboration approval for the manufacture of jelly-filled tele-communication cables for a capacity of 10 lakh Cable KMS per annum at Chandaka Nucleus Industrial Complex, Bhubaneswar, Distt. Puri, Orissa. A final decision is yet to be taken on the application.

Tyre prices

1425. SHRI THOMAS KUTHIRAVATTOM: Will the Minister of INDUSTRY be pleased to state:

(a) the percentage increase in the prices of truck tyres in 1989 as compared to that in 1985;

(b) whether tyres kere imported into India in 1989; and

(c) what steps Government propose to take to arrest the price rise of tyres?

THE MINISTER OF INDUSTRY (SHRI AJIT SIGNH): (a) According to the Automotive Tyre Manufacturers Association (ATMA), the percentage increase in the price of truck tyres in 1989 as compared to prices in 1985 is around 44 percent.

(b) The Association of State Road Transport Undertakings has imported 20,000 tyres during the year 1989.

(c) There is no statutory control over the prices of automotive tyres. However, Government have placed specified categories of truck and bus tyres under O.G.L. at a reduced rate of duty for import by truck consumers to keep a check on prices of these tyres. To encourage creation of fresh capacity for the maunfacture of automotive tyres and tubes, the industry has been exempted from licensing under the Industries (Development & Regulation) Act and the application of Sections 21 and 22 of the MRTP Act, Government have also ensured maximisation of tyre production through continuous monitoring & regular interaction with the Industry. This has led to a substantial increase in production of bus and truck tyres in 1989 viz. 50.9 lakhs as compared to 48.7 lakhs in 1988, and 39.4 lakhs in 1987.

Air India largesse for Lalit Bhasin

1426. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to a news-item which appeared in the "Indian Express" Bombay of the 15th October, 1989, captioned "AI Largesse for Lalit Bhasin";

(b) if so, whether Government are investigating into the payments made to said firm;

(c) if so, what are he details thereof;

(d) what is the total number of writ petitions which are still pending in various courts in which Air India is a prik: and

(e) whether Government propose to take steps to reduce the high amount being spent by Air India on engaging rich advocates?